

## ORDINANCE No. 957

### AN ORDINANCE OF THE CITY OF LONG BEACH, WASHINGTON AMENDING TITLE 8 OF THE LONG BEACH CITY CODE AND ADDING CHAPTER 8-1-4 COMPLETE STREETS; ESTABLISHING A COMPLETE STREETS POLICY

WHEREAS, the Washington State Transportation Improvement Board has established a complete street grant award program; and

WHEREAS, "complete streets" refers to the concept that roadways should be planned, designed, and constructed to provide safe access to all legal users, including bicyclists, pedestrians, motorists, and public transportation users; and

WHEREAS, pursuant to RCW 47.04.320(2)(b) the City Council desires to establish a jurisdiction-wide complete streets policy for retrofit street projects that plans for the needs of all users and is consistent with sound engineering principles;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LONG BEACH, WASHINGTON, as follows:

#### SECTION 1. Amendment of Title 8 of the LBCC

Title 8 of the Long Beach City Code is hereby amended by the addition of new Chapter 8-1-4 Complete Streets to provide in its entirety as contained in Exhibit A, attached hereto and incorporated herein by this reference as if set forth in full.

#### SECTION 2. Severability

If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

#### SECTION 3. EFFECTIVE DATE

This Ordinance shall be in full force and effect five days from and after its passage approval and publication in the manner required by law.


PASSED this 4<sup>th</sup> day of September, 2018.

AYES 5


NAYS 0

ABSENT 0

ABSTENTIONS 0

  
MAYOR

Attest:

  
City Clerk

## **EXHIBIT A**

**8-1-4**

### **COMPLETE STREETS**

#### **A. Purpose**

The purpose of this chapter is to promote pedestrian, bicycle, and public transportation travel to reduce negative environmental impacts, promote healthy living, advance the well-being of travelers, support the goal of compact development, and meet the needs of the diverse populations that comprise our community. It is intended to help achieve the goals and objectives of the City of Long Beach (City) as a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

The City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that plans for the needs of all users in new roadway construction, retrofit, or reconstruction projects. The system's design will be consistent with sound engineering principles and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner.

#### **B. Complete Streets Definition**

A "complete street" is a road that is designed to provide safe access to all users, including bicyclists, motorists, public transit vehicles and users, school buses, emergency responders, wheelchair users, and pedestrians of all ages and abilities. The complete streets concept focuses not just on individual roads but on changing the decision-making process so that all users are routinely considered during the planning, designing, building and operating of all roadways. Transportation facilities that support the concept of complete streets include, but are not limited to, pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; transit accommodations; bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use.

### **C. Projects**

Those involved in the planning and design of projects within the public right-of-way will consider all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

### **D. Exceptions**

Exceptions to this policy may be determined by the City Administrator under the circumstances listed below:

- A. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
- B. Ordinary and routine maintenance of the transportation network designed to keep assets in serviceable condition that does not change the roadway geometry or operations, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
- C. Repairs made pursuant to pavement opening and restoration allowed by approval of the City Administrator or City Engineer;
- D. Ordinary maintenance paving projects should include evaluation of the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate.
- E. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
  - 1. Require more space than is physically available, or
  - 2. Be located where both current and future need is proven absent, or
  - 3. Incur cost that would be disproportionate to the current or probable future need, or
  - 4. Have adverse impacts on environmental resources such as streams, wetlands floodplains, steep slopes or other critical areas; or
  - 5. Have significant adverse impacts on neighboring land uses or on historic structures or sites above and beyond the impacts of currently existing infrastructure, including impacts from right-of-way acquisition; or
  - 6. Be unnecessary or inappropriate because it would be contrary to public safety.
  - 7. Street projects may exclude the development of sidewalks in areas falling outside those identified as appropriate for sidewalks based on an adopted sidewalk policy.

#### **E. Intergovernmental Consideration**

The City will foster partnerships and cooperation with other transportation agencies including the Washington State Department of Transportation and Pacific County to ensure the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities. The City will specifically cooperate to ensure the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

#### **F. Design Criteria**

The City shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in Long Beach City Code Title 11, Chapter 5, Article 1. the greatest extent possible, the City shall adopt standards with emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through City of Long Beach City Code). Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

#### **G. Community Context**

Implementation of this Chapter shall consider the goal of enhancing the context and character of the surrounding built and natural environments.

#### **H. Network.**

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as the Washington State Department of Transportation and Pacific County.

### **I. Performance Measures**

The City Administrator or his/her designee shall report to the City Council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming six-year period and the extent to which each of these projects has met the objectives of this policy.

### **J. Implementation of Complete Streets Principles**

The City will incorporate complete streets principles into the City's comprehensive plan, public works standards, parks and Recreation and Open Space Plan, and other plans, manuals, rules, regulations and programs as appropriate. Implementation may also be done through developing transportation network plans on a regional basis within the city and in conjunction with regional plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.